

THE SERIOUS CRISIS WHICH CONFRONTS MISSOURI RAILROADS (Continued from Page 1)

the last 20 years, the railroads stand out as the one gigantic industry in the Nation which has not only not been permitted to increase its rates, but compelled to continually reduce them.

The Situation in Missouri.

Looking at the matter from purely a Missouri standpoint, the time has come when the people must choose between giving the railroads some substantial increase in freight and passenger rates or sending a lot more of them into the hands of receivers. There isn't a single road in Missouri which isn't losing money by carrying passengers at two cents per mile and the same is true of freight rates, which in many instances are 40 per cent lower than those of adjoining states or numerous inter-state rates which have received the approval of the Inter-State Commerce Commission.

In the meantime, the recent statements in the metropolitan press to the effect that the railroads are asking for general advances of from 50 per cent to 225 per cent are of course untrue and misleading. In the near future the public will be informed of the exact requests which the railroads will make.

As a general proposition, however, the general public is inclined to view an increase of railroad rates with exaggerated alarm. An increase of 10 per cent, for instance, over rates in effect now on distances of between 500 and 1,000 miles would amount to between 8 mills and one cent on the average suit of clothes, 3 to 4 mills on a pair of shoes, less than one mill per pound on meats, less than two mills per dozen on eggs, 12½ cents on a two-horse plow and 93½ cents on a farm wagon—and for hauls of less than from 500 to 1,000 miles the increase would be proportionately less. Is there, therefore, anything about this problem which should alarm or inspire the antagonism of the average citizen?

For every postage stamp a Missouri railroad uses it must haul a ton of coal five miles, and many similar examples could be shown. To give them adequate rates for the services they render means they can go ahead with a comprehensive program of statewide improvement, that they will be able to put millions of dollars into betterments and new extensions, put many additional men at work in every railroad shop in the state, increase section gangs, improve their road beds, install block signals, buy new engines and cars and otherwise inaugurate an era of progress which will enable us to make the most of our agriculture, manufactures, mines, lumber and other interests.

As matters stand, numerous railroads in Missouri are paying out more money in the state than they collect on Missouri freight and passenger traffic. A notable example of this is the Missouri Pacific which, during the last fiscal year, paid into the state \$1,128,126 in excess of its total receipts on Missouri traffic and which, but for its inter-state business, would have been forced into the hands of a receiver long ago. When the people of a great state are actually receiving hundreds of thousands of dollars more from numerous railroads than they pay to them for service, should they not be willing to meet them half way in a fair and equitable rate adjustment? Or, taking the state as a whole, if the railroads are now returning practically every dollar they receive for service to the public in one way or another should not the people be willing to give them a dollar and ten cents where they now receive a dollar, if the additional ten cents will save them from disaster and

prove a powerful added stimulus for every industry in the state?

The charge that the railroads are merely pleading for relief against the abnormal conditions produced by the European war is not true. While the foreign crisis has greatly intensified their difficulties, the fact remains that the present rates have been unremunerative for a number of years and a readjustment would have had to come anyway.

Missouri Should Stand for Progress.

Before the wonderful resources of Missouri can be fully developed we must not only bring our present railroads up to a high point of efficiency but we must also build many new lines and extensions into those sections of the state where farmers and local commerce and industry are still inadequately provided with transportation facilities. The chief reason why the farm lands of Iowa and Illinois are valued so much higher than lands of fully as good quality in Missouri is because those states have about double the railroad mileage found in Missouri at the present time. But investors will not put their money into new Missouri lines if we continue to advertise to the outer world that capital cannot get a square deal within our midst. In an address delivered before the Commercial Club at Jefferson City several months ago, W. B. McKinley, the big traction builder of Illinois, gave this as his reason for not having built inter-urban lines in Missouri up to this time—and until we prove to the investing public that this is not the true attitude of Missouri people we will continue to suffer the penalty.

In many respects the American railroad problem presents queer and paradoxical phases. What-ever abuses many have characterized their management in some instances in the past and the frequent charge that they are highly "watered," the fact remains, as was shown in a previous article, that they not only furnish the cheapest service in the world, but that they are capitalized for many thousands of dollars less per mile than the state owned railroads of Europe—and yet despite this fact, the country is full of reformers who are vociferously demanding government ownership.

The Government and the several states already make the rates and are now about to take the last vestige of financial authority away from the railroads by supervising the issuance of their securities. If the Government owned the railroads, could it exercise authority farther reaching? Would the assumption of a government debt amounting to billions of dollars secure greater rights or protection for the people? Is it not barely possible that these crusaders who are continually groping about for a new issue are about to precipitate a state of affairs which will make the gigantic American railroad industry the tool of the reigning political faction at the National Capital—placing in its hands a tremendous instrument through which it can reward or punish any section of the country as the expediency of politics may dictate?

A Vital Force for Progress

All thinking men admit that the railroads are the very foundation upon which rests the enterprise and industry of the Nation. Pushing their way across the tractless wilderness years ago they made it possible for the homesteader to follow in their wake and send the products of his farm to the hungry markets of the World. So, too, they preceded the miner and the lumberman and carried their cargoes back to civilization. Everywhere they have been the true pioneers—the giant pathfinders, the advance guards of progress. And, yet, notwithstanding these

truths, for the last 25 years they have been the favorite subject of attack for countless political opportunists whose abuse of them has paved an easy road to public office.

No other industry except the railroads could have withstood the onslaught. However, the very rocks finally give away before the continual assaults of the elements, and so the time has come when the railroads of Missouri place their fate completely in the hands of the people—confident in the belief that they will see that justice is done to this great industry which holds within it the future welfare of the commonwealth. To this end, we appeal to every citizen in the state who believes in the justice of our plea to make his views known to the different public authorities whose duty it is to deal with this great question.—(Paid Adv.)

Dover Notes.

Will Winn had business in Lexington Tuesday.

Leonard Vaughan and sister, Mrs. Billy Harwood, were in Higginsville Monday.

Mrs. Dan Brown and daughter, Miss Nannie, shopped in Higginsville Saturday.

Wess Bartley and family spent several days last week in Lexington.

Ed Winn had business in Cordeur Monday.

Dr. Carver of Higginsville was here Monday.

Miss Addie Holman is visiting relatives near Lexington.

Mrs. John Cooper and Mrs. Jack Cooper shopped in Higginsville Saturday.

Mr. and Mrs. Meng Shelby and Miss Lillie Mae Shelby of Lexington spent Sunday with Mr. and Mrs. Webb Cole.

Miss Vohrees Trent came home Saturday from a week's visit with her sister, Mrs. Charlie Crisman, at Mt. Leonard.

Mr. and Mrs. Will Neer were in Higginsville Saturday.

Miss Dean Dysart shopped in Lexington Tuesday.

Mr. and Mrs. S. E. Vaughan and son, Leonard, spent Sunday in Higginsville.

Mrs. Bettie Shelby of Kansas City is the guest this week of Capt. and Mrs. W. A. Redd.

Mrs. Edmond Vaughan and Miss Mary Ogden shopped in Higginsville Saturday.

Mr. and Mrs. Andy Cretz-meyer gave a dancing party to their friends Wednesday night.

Leonard McGee returned to his home in Slater Tuesday after a two weeks' visit here with her grandparents, Mr. and Mrs. F. J. McGee.

Bob Montague of Marshall was here Wednesday.

Miss Myrtle Wood of Richmond is the guest of Miss Bertha Hursman.

Dr. W. G. Harwood and Geo. F. Zeysing had business in Lexington this week.

Mrs. John Zeysing of Waverly is visiting relatives here this week.

Mrs. W. G. Harwood left last Thursday for a visit with her father, Mr. T. J. Carlisle, at Excelsior Springs.

Mrs. W. D. Harwood returned to her home at Tulsa, Okla., after an extended visit here with Dr. and Mrs. W. G. Harwood.

Mrs. S. P. Silver and daughter, Miss Mary Ellen, left yesterday for their home in Mercedes, Texas, after an extended visit here with relatives. Mrs. Edward Aull accompanied them as far as Kansas City to spend the day.

Children Cry FOR FLETCHER'S CASTORIA

Dr. C. H. Briggs of Sedalia arrived Wednesday to attend a meeting of the Masonic Lodge. Prof. B. M. Little went to St. Joseph Wednesday for a few days' stay.

In the County Court

County Court met in regular monthly session Monday with Presiding Judge Wright, Associate Judges Larkin and Vogt, Sheriff Waddell and Clerk Glasscock.

Ernest Campbell presents and files his resignation as commissioner of Odessa Special Road District to take effect at once. Accepted and filed. T. R. Burton selected to fill unexpired term.

Bond of John Keith as treasurer of Odessa Special Road District No. 3 approved. Signed by John Keith on principal and C. Y. Ford and J. C. Calfee as securities.

C. W. Osborn presented and filed his bond and contract for concrete culvert in sections 36-48, range 27, 10 miles southeast of Odessa. Court approved same.

Court ordered that J. W. Phillips rebuild culvert west of Cox' school house that washed out in September.

Court ordered that County Foreign Insurance be apportioned as law requires.

Clarence Vivion offered resignation as Back Tax Attorney and accepted. C. A. Keith to fill the vacancy.

Court ordered that Treasurer transfer from Poor House fund sum of \$3000 and place same to credit of Road and Bridge Fund. Also that \$4000 be transferred from Contingent Fund to Road and Bridge Fund.

Court ordered that cost of \$5.96 for viewing dead body of J. W. Tompkins by Dr. Cope be paid; also \$5.00 on body of J. M. Swearer.

Court ordered State Auditor to draw check in favor of Ike H. Noyes for the amount due said county for the County Superintendent of Schools.

Court ordered that sheriff be allowed 50 cents per day for boarding prisoners for the ensuing year.

Court drew the following jury for the December term of criminal court.

Clay—Wm. Carpenter, H. T. Gillespie, W. E. Chinn. Davis—Roy White, R. C. Prigge, Jr., Arthur W. Fuhr. Dover—Jesse L. Hitt, Webb Cole, Fletcher Cox. Freedom—T. W. Hill, R. C. Caplinger, Ewd. A. Duensing. Lexington—Frank W. Campbell, Geo. Logan, M. Ladson. Middleton—Ralph Gant, Warren VanMeter, R. P. Mott. Sni-a-Bar—J. E. Wilkenson, A. L. Braxdale, L. W. Gibson. Washington—Herman H. Roefner, T. Ed Murray, Chas. Glover.

Court ordered that judges and clerks of election be allowed \$3 per day for services.

E. J. McGrew, Treasurer of Lexington Special Road District files statement for year ending July 31st, 1914.

Resolutions Passed by the Recent Missouri Press Association Convention in St. Louis Favoring Aid for the Transportation Companies.

Whereas, the railroads of the United States are the most vital forces for agricultural, commercial and industrial progress in the Nation as well as the largest employers of labor and the heaviest purchasers of steel, lumber, coal and other supplies, and

Whereas, the European war has closed to them indefinitely the money markets of England, Germany, France, Austria, Belgium and Holland, thus compelling them from this time forward to finance their needs and requirements within the United States, and bringing them face to face with the gravest crisis in their history, and

Whereas, we believe it essential for the future agricultural, commercial and industrial welfare of the Nation that the railroads be permitted to receive sufficient remuneration to enable them to render high class service, to make such improvements and betterments from time to time as the needs of the different communities may require, and to re-establish American railroad securities as a highly respected and sound investment, therefore be it

Resolved, that the Missouri Press Association, realizing the great and vital part which the railroads have played in the de-

velopment of our great commonwealth in the past, and the further fact that we are still in need of many new lines and extensions before we shall be able to realize the fullest possibilities of the matchless resources of our state, invites the co-operation of all thinking citizens and our law-making bodies to the accomplishment of the above ends. In this connection, we heartily endorse the non-partisan proposal of Congress to surround the issuance of railroad securities with such safeguards as will henceforth protect the public and the purchaser of railroad securities alike.

Mrs. H. E. Mahan and little son went to Kansas City Wednesday for a short visit.

Mrs. W. D. Goodloe and daughter, Miss Honor, went to Kansas City Wednesday to spend the day.

Miss Mable Ainsworth went to Kansas City Wednesday for a visit.

Children Cry FOR FLETCHER'S CASTORIA

Mrs. George D. Little went to St. Louis Wednesday for a few weeks' visit.

Lee Shippey, Editor of the Higginsville Jeffersonian, was in Lexington Wednesday on business.

RUPTURE EXPERT HERE

Seeley, Who Fitted Czar of Russia, Called to Lexington.

F. H. Seeley of Chicago and Philadelphia, the noted truss expert, will be at the Nickell Hotel and will remain in Lexington this Monday and Tuesday only, Nov. 16th and 17th. Mr. Seeley says: "The Spermatie Shield as furnished and supplied to the United States Government will not only retain any case of rupture perfectly, affording immediate and complete relief, but close the opening in 10 days on the average case. This instrument received the only award in England and in Spain, producing results without surgery, harmful injections, medical treatments or prescriptions. Mr. Seeley has documents from the United States Government, Washington, D. C., for inspection. (Don't wear a truss where the lump is, but place it where the opening is—its different—call and be shown.) All charity cases without charge, or if any interested call he will be glad to show same without charge or fit them if desired. Any one ruptured should remember the date and take advantage of this opportunity.

Mr. and Mrs. Harry Mountain went to Kansas City Wednesday evening, where they will spend the winter.

Quitting Business

Sale still going on at the Save More Mercantile Co., at the old Stalling Building, 817 Main St.

We have a few more men's suits to offer.

\$20 Suits at	\$8.98
\$15 " "	\$6.98
\$7 " "	\$3.45

We have a few more men's overcoats left at retail \$20 & \$25 closing out at \$3.25.

Men's Corduroy \$200 pants at	\$1.45
" all wool pants \$3.50 at	\$1.95
" Hats Any hat in the house choice	75c
" Wool shirts.	
\$3 shirts	\$1.45
\$2 shirts	95c
Men's heavy wool hose	19c
One lot of childrens Cloaks \$4 & \$5 at	95c
Men's Gray Rockford Hose	7c
Ladie's Hose	7c
" Head Scarfs 50c at	25c
Men's Heavy Fleeced Underwear	43c each

We have a number of other bargains that are not mentioned here. It would pay you to come and look over our merchandise. Before buying merchandise anywhere else come and see our prices, as we are quitting business at our loss and your benefit. Don't forget the place.

The Old Stalling Stand
The Save More Mercantile Co.
817 Main St. Lexington, Mo.

Pure Food and Honest Weight Reception & Demonstration

Will Be Held At

THE PIN-TON

on the

Afternoon and Evening, Nov. 20

Souvenirs for the Ladies and Kiddies

DAY'S ORCHESTRA

Full Line of High Class Goods Demonstrated

Greatest Display of Foodstuff ever seen in Lexington

Positively No Goods Sold During Reception

Everybody Welcome